





a lawyer, was made Commander of the National Battalion, and is now fulfilling both the duties connected with that office and those of Registrar General. Mr. F. M. de Salles, a clerk of the Registry department, is now Acting Chief Justice and Captain of the National Battalion. Lieutenant Colonel Fouscar, of the regiment stationed in Macao, besides receiving his full pay, gets an additional \$70 monthly as chief of the staff, \$20 as instructor of the National Battalion, and \$25 for indexing the numbers of the Government Gazette.

These are a few of the public facts which reveal the high stage of civilisation this Colony has attained. —More anon.

JUNIOR.

### UNLUCKY NAMES IN THE BRITISH NAVY.

Certain ship names seem, with strange persistence, to have brought ill-luck to those British war-vessels that have borne them. The other day, when all hope of the safety of the *Wasp* was abandoned, it was remembered that in 1884 another British gunboat of the same name was lost, with 50 of her crew, off Tory Island; but very few recollect that yet another *Wasp* was burned off Dunkirk in 1800. A *Fox*, of 28 guns, was captured by the American frigates in 1777; another *Fox*, of the same armament, was taken by the French in the following year; a *Fox* of 12 guns was accidentally sunk at Teneriffe in 1797; and a fourth *Fox*, of 18 guns, was lost in the Gulf of Mexico soon afterwards. One *Resolution*, commanded by the gallant Hannam, was burned by fire-ships in the action with the Dutch, on June 23, 1666; another, a ship of 60 guns, was lost on the coast of Sussex in the great storm of November 26, 1803; a third, a new 74-gun ship, drifted ashore on the Four Banks in 1759, after having taken part in Hawke's action in Quiberon Bay, and became a total wreck; a fourth, a transport armed with 14 guns, was taken by the French in the East Indies in 1753. Take, again, the name *Vanguard*. One *Vanguard* lost her captain, Midway, in the fight with the Dutch in 1682; another, a second-rate, sank at her moorings at Chatham in the great storm of 1703; and the last *Vanguard* was damaged and sunk by the *Iron Duke* in the Irish Channel about 12 years ago. A still earlier *Vanguard* than any of the above-mentioned was the scene of a sad accident in 1630, when Charles I. was being saluted by her. A gun burst, killing a boy and wounding several sailors. A *Blanche*, of 32 guns was lost with all hands in a hurricane in the West Indies, in October, 1780; a similar *Blanche*, which was built six years later, was lost in the Texel, in Sept., 1799; and a third *Blanche* was wrecked on the French coast in the spring of 1807. She was a 28-gun frigate commanded at the time by Sir Thomas Lavin, and 45 of her crew were drowned, the rest being made prisoners. This name is to be revived at once. The *Blanche* will be a twin-screw sloop-of-war of 1000 tons displacement and 2000 horse-power, and will be armed with eight 6-in. breechloaders. It is estimated that she will attain a speed of 15 knots. A sister-ship, the *Blanche*, has also been ordered. We are now doing our best to destroy the old *Resistance* at Portsmouth. Her name seems to doom her to misfortune. In 1798, a *Resistance*, of 44 guns, under Captain Edward Boscawen, caught fire in the Straits of Bancha and blew up within a few minutes. Only 13 men escaped; more than 300 officers, seamen, and marines, together with a Malay woman and 14 Spanish prisoners, perished. Of those who escaped the disaster, only one seems to have survived to reach England. In May, 1803, a second *Resistance*, a 36-gun frigate, was wrecked on Cape St. Vincent, but all her crew were fortunately saved. Another old frigate, the *Repulse*, which has lately been got rid of, bears an equally unfortunate name; for a *Repulse* foundered with all hands off Bermuda in 1775; another *Repulse*, of 64 guns, was wrecked near Ushant, in March, 1800; and all her crew were made prisoners; a third *Repulse*, a small 12-gun vessel, was lost off Yarmouth in 1782. Of names borne by existing British ironclads, *Ajax*, *Anson*, *Conqueror*, and *Minotaur* seem to have been very unlucky. An *Ajax*, of 74 guns, was wrecked in the Channel in February, 1807, in the Mediterranean, and 250 of her crew perished. Another *Ajax*, belonging to the East India Company's fleet, had previously been captured by the French. An *Anson*, a 44-gun frigate, was wrecked off Helstone and lost 60 of her crew. As for the name *Conqueror*, it has led two ships to misfortune. One, a line-of-battle ship, was wrecked on St. Nicholas Island, Plymouth, in 1760. The other, of 100 guns, was lost near the Bahamas in December, 1801. Captain Setheby, who was in command, succeeded in saving his ship's company and all his guns, and was fully acquitted by the court-martial, which afterwards tried him. *Barbadoes* is a name which belongs at present to no ship in the Navy List. A *Barbadoes*, of 14 guns, was lost, with all her crew, in the West Indies in 1760, on the north-west bar of Sable Island, but lost only one man. Nor is there now a *Chamelon*. One *Chamelon* was lost in 1780 in the West Indies; another, a revenue cutter, under Lieut. John Pratten, was run down in the Channel in August, 1834, by H.M.S. *Custard*. *Albatross*, too, is a name which no longer appears. An *Albatross* was taken up by the French in 1793; another in 1794; a smaller vessel of the same name had also been taken by the French in 1798. But we still have a *Defiance*, in spite of the fact that we lost one in 1669, and another in a West India hurricane in 1780; and we still have a *Sappho*, although in 1670 we lost one owing to the cowardice of Captain John Pierce and his lieutenant, Andrew Logan, who were executed in consequence, and although, in 1666, we had to burn her from falling into the hands of the French. *St. George* has disappeared. This is a pity; but the name has certainly been unlucky. Blake died on board a *St. George*. Another *St. George* lost her captain, Jeffery Peate, at the Battle of Solebay. A third, a 98-gun ship, was wrecked in December, 1811, off the west coast of Iceland, and of about 800 souls on board only two or three escaped. The name *Schroeder* has also vanished. A *Schroeder* was lost in a West India hurricane in 1780; a second, again, is a name that we know no more, although it has been glorious as well as unfortunate. *Ramilles*, the second of her line, carrying 90 guns, was lost off Ram Head in 1760; all on board save 26 men perishing; and about 20 years after, the next *Ramilles*, of 74 guns, had to be abandoned and destroyed, so terribly was she damaged by a storm which overtook her on the banks of Newfoundland. There has been a natural tendency on the part of the Admiralty to quietly drop unlucky names from the Navy List. *Amazons*, *Abel*, *Donadieu*, *Gustaf*, *Amazons*, *Epiphany*, *Gustaf*, *Hustar*, *Prince*, *Pandora*, *Phaeton*, *Prince*, *Romney*, *Shirley*, *Castle*, and *Terrible*, each of which has been at least twice unfortunate, have been allowed to disappear; but *Spitfire* remains, and so does *Revenge*. Nor is *Revenge* a name which should ever be permitted to go. Sir Richard Grenville lost his little *Revenge* in 1591, but he lost her with honour; and another *Revenge*, which blew up in 1566, had done good work, and the country she met her fate. An superstition dies only too slowly; perhaps be able to revive even such unlucky

names as *Resolution* and *Vanguard*, both of which are very honourable. *Capitaine*, too, and *Blanche*, *Ramilles*, and *Gustaf*, deserve to be some day restored in recognition of services rendered long ago. Many of the unlucky names, indeed, are also among the most glorious names in British naval history. Some of them were borne almost continuously for more than 200 years, and they could scarcely have gained much glory without very frequently exposing themselves to the dangers of storm and battle and without occasionally meeting with disaster. We have dealt only with their ill-luck; but their *bonnes fortunes* ought not to be forgotten; and it would be a happy move on the part of the Admiralty to direct that on-board every British war-ship that bears an old name a brief tabulated history of the glories and misfortunes of that ship's name should be exhibited in some conspicuous position. Officers and men would then be daily reminded of the fact that, although they serve now in floating boxes of machinery and under conditions that for the most part are entirely new, they belong to the same navy that in the 16th century humbled Spain, in the 17th was not to be beaten by Holland, and in the 18th and the early years of the 19th destroyed the maritime power of France. —*St. James's Gazette*.

### AN ENGINEER'S YARN.

BY ONE OF THE CLOTH.

It was in the steamship *Kangaroo*, I sailed for a foreign clime. On a date which shall be known to you as "once upon a time." Now each of the mates and skipper had, strange as it may seem, been polishing up their figures, and had gone and passed in Steam; While I and the other engineers, all hot with emulation, and stung by the skipper's jibes and jeers, got passed in Navigation.

Now the skipper and I in a general way got on very well together. For we had shipmates been for five long years in every sort of weather; But he was a curious sort of cuss, and possessed a powerful notion, That he knew enough of Mechanics to discover perpetual motion; While as for Engineering, why, to guess by the yarns he told, He'd been driving a triple-expansion before he was ten years old. As for me, I was somewhat nettled at this exaggeration. So to be as big a liar as he, I bragged of Navigation.

How many a night on the wave-swept bridge, when the howling tempests blew, Had I conned and steered on her north-east course the ship and her gallant crew. So we nagged and nagged and lied and bragged, till—"I'll tell you what," says he, "Well never settle anything by argument, I see; You take the bridge and keep her course, and take your crew as well, And I and the mates will go below—we'll make those engines yell."

"Agreed," agreed I grandly; the best I've got is to go to bed. I'll keep this packet on her course, and steer her straight, you hear!"

So skipper and I went down below, when I showed him a thing or two—The donkey checks and the extra feed, we passed them in review; The swabbing tin, and all the rest, but he got in quite a huff—"Get you on deck," says he to me, "I'll manage her right enough!"

So up I went to the flying bridge, where the Second was in full charge. Enjoying himself in the sunlight, for the day was fine and large. Says I, "now steer N. E. by E. across the foaming tide, And look out sharp for the Bunkum rocks ahead on the starboard side."

Then down I went for an hour or so, as I thought I deserved a spell, And slept like a top, and arose refreshed, at the clang of the quarter bell. The sea was smooth, but a sort of a mist was hanging about ahead. And of all the dangers of the deep a fog is the one I dread.

As I passed the door of the engine-room, the sounds I then did hear, Would have paralysed a Paladin, and filled his heart with fear; For the rods and valves were shrieking like fiends at the whipping post, While the stink of the heated bearings would have poisoned Hamlet's ghost.

Amidst the uproar down below, it made my heart go thump, When the skipper yelled to his wretched mate (that the bilge pump wouldn't pump!) However, away I went to the bridge as the mist was closing round. Till it got so thick that presently I deemed it wise to sound!

Which I did, and got ten fathoms, and presently nine or so. As it's thick, and the water's shallow, why, I guess I'd better "slow;" So I put the telegraph over; but the din which I sent when I

Got the pointer fair on the signal would have rent the very sky. The fog closed in, and just ahead, I thought I heard a bell, So I sent a man to the whistle cord at intervals to yell.

I was fretting about the engines, and knew I could safely swear, That things weren't going right below, although I wasn't there. I was meditating stopping, for my wits were all abroad, When—no need to ring the telegraph—she stopped of her own accord. So down rushed I to the engine-room; full of foreboding fears, Where the sights and smells which met me would have moved a man to tears.

The bilges were full of water, the boilers were nearly dry. The low pressed rod was black as ink, and ditto was the high. The bearings they were blazing hot, the pins, oh! Julius Caesar! They'd been trying to drive the engines, but had never thought to grease her! So I chased the lot away on deck, and yelled like one insane. And got the pins and bearings cooled and boilers filled again; The bilge pumps next I got to work to chuck it out full bore. And soon the fog cleared off and we were going full speed once more.

No you may safely bet your boots from now till the end of doom, No mate nor skipper passed in Steam takes charge of my engine-room! While as for the Navigation, it's all very well in its way, But as different from practical seamanship as night is apart from day. No navigating job for me: I'll frankly, freely own, I'll keep my engines up to the mark, but—I'll leave the bridge alone.

CRANK TIM.

### CHRONOLOGICAL ERAS AND CYCLES.

CHRONOLOGICAL ERAS. The year 1888, which comprises the latter part of the one hundred and twelfth and the beginning of the one hundred and thirteenth year of the independence of the United States of America, corresponds to the year 6701 of the Julian period; 7399-97 of the Byzantine era, the year 7347 commencing on September 1st; 5648-49 of the Jewish era, the year 5648 commencing on September 6th, or more exactly, at sunset on September 5th; 2641 since the foundation of Rome, according to Varro;

2635 since the beginning of the era of Nabonassar, which has been assigned to Wednesday, the 26th of February of the year three thousand nine hundred and sixty-seven of the Julian period; corresponding in the rotation of chronologists to the seven hundred and forty seventh; and in the rotation of astronomers, to the seven hundred and forty sixth year before the birth of Christ;

2664 of the Olympiads, or the third year of the six hundred and sixty-six Olympiad commencing in July, 1887, if we fix the era of the Olympiads at 775 years before Christ, or near the beginning of July of the year 3928 of the Julian period;

2200 of the Grecian era, or the era of the Seleucids; 1604 of the era of Diocletian; 2548 of the Japanese era, and to the twenty-first year of the period entitled "Meiji." The year 1306 of the Mohammedan era, or the era of the Hegira, begins on the 7th day of September, 1888.

The first day of January, 1888, was the two million four hundred and ten thousand six hundred and thirty-eighth day since the commencement of the Julian period.

### CHRONOLOGICAL CYCLES.

Dominical Letter, A, G. Solar Cycle, 21 Epact, 17 Roman Indiction, 1 Lunar Cycle or Julian Period, 6960 Golden Number, 8

### ITALY AND ABYSSINIA.

The Russians have been paying a good deal of attention of late to Abyssinia, and the prospect of Italy's interest in that country is naturally distasteful to them. The following from the *Navy's Press*, is a sample of the articles in the Russian Press, warning Italy to have nothing to do with so dangerous an undertaking:—"The Italians have imposed upon themselves no light task, because any war with a country like Abyssinia must be with great difficulties, as much on account of the unlimited bravery of her inhabitants as through the topographical and climatic conditions of the theatre of war operations. Against the fact that the English would not to that country in the year 1868 was a crowning success may be placed the no less eloquent fact of the defeat on the banks of the March River and before Gura of an Egyptian army numbering 30,000 men. Of this force which comprised the flower of the Egyptian army only a few men were saved, but the commander, Prince Hassan, son of the Khedive Ismail Pasha, the same personage who commanded the Egyptian contingent in our late war with Turkey, was taken prisoner."

The Khedive of Egypt was then obliged to humbly sue for peace, the more so because a second Egyptian force which had been moved with the object of making a diversion towards Harar, had been overtaken by a like fate. Moreover, the Italians themselves have only quite recently suffered at the hands of the Abyssinians a severe defeat before Saati.

At one time it indeed seemed as though wisdom would assert itself, and that the Cabinet of Rome would refrain from undertaking so risky and costly an expedition as that to Abyssinia. The Negus, too, on his part displayed a peaceful attitude by releasing from captivity Count Sivurra, a member of the Italian scientific expedition to his country, and through Russia and also through the intermediary of England he carried on with the Italian certain negotiations, but it is now clear that the Italian Government never seriously thought of keeping out of a war with Abyssinia. Indeed, for a period extending over several months this Government has carried on active preparations and collected all available information concerning the future theatre of war operations. It has further formed a separate division of a colonial force composed of volunteers, has carried out interesting experiments of the resisting power of Abyssinian shields, and has collected the supplies material for a light railway, &c. The choice of Commander of the Italian expeditionary force has fallen on General San-Maritano who enjoys a reputation as a cultivated and cautious army leader. This officer has had placed at his disposal an army of 25,000 men, exclusive of the Italian garrison of Massowah. The whole of the troops of the Italian Expeditionary Force are to be armed with magazine rifles, and their artillery force is to consist principally of mountain guns and rocket engines. The Italians think that the first engagements will probably take place on the plain of Saagay, and the plateau of Abyssinia. In the summer season this plain is converted by the fierce heat into a sort of desert, but just now, owing to a copious rain-fall, it is covered with vegetation, and in other respects not fitted for the concentration of large forces. And yet it is scarcely likely that the Abyssinians will descend from their mountains to fight in the open field. It will be more difficult for them to cope with a well-armed and excellently trained European army. They will rather confine their operations to watching the Italians and not begin serious war operations until their enemy has entered their mountains.

Every possible difficulty will here await the Italian troops, for although since the year 1830 A.D., several venturesome travellers have made their way into the heart of Abyssinia, both what they have seen as well as what they had heard, added to the reports of the experiences of the English and Egyptian expeditions, has from giving us a very clear notion of the topography of the theatre of future war operations. And this in a country wherein every height can be converted into a fortress, and with defenders who are not only distinguished for the ardour of their onslaughts, but for their unapproachable skill in preparing ambushes. The Italians will, of course, avail themselves of the services of spies and guides, but amongst these there may be found some traitors at least. Great services will, doubt, be rendered to the Italian head-quarter staff by previous Italian travellers who have been in the country, for it must be admitted that had it not been for the guidance of the German Mounting, Lord Napier would scarcely have succeeded in conducting an army of 16,000 men and a huge transport train some 600 kilometres and in safety reaching Magdala. As regards any alliance between the Italians and the natives of the country, the Italian can scarcely reckon on this. It is true that many of King King's vassals do not love him, but they all fear him, and for this if for no other reason, not one of them is at all likely to go over openly to the aid of an enemy of their common Fatherland. Much is said in Italy about an alliance with Menelik, the King of Shoa. This potentate, it is true, is readily favourable to the Italians; but as on the death of King John he hopes to become his successor on the throne of

Abyssinia, it is difficult to suppose that, with all his hatred for the present Negus, he will join forces with the Italians. The most then that the Italians can count upon is that Menelik will not oppose their advance with any special energy.

An Important Discovery is announced in the *Paris Figaro*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope.

### To-day's Advertisements.

#### FOR SHANGHAI.

THE Steamship "AMOI," Captain R. Kübler, will be despatched for the above Port, on SUNDAY, the 25th instant, at 10 A.M. For Freight or Passage, apply to SIEMSEN & Co., Hongkong, 23rd March, 1888. [334]

#### THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOI. THE Company's Steamship "ZAFIRO," Captain Talbot, will be despatched for the above Ports, on TUESDAY, the 27th instant, at 5 P.M. For Freight or Passage, apply to RUSSELL & Co., General Managers, Hongkong, 23rd March, 1888. [335]

#### WANTED.

FOR A Drapery Establishment in Hongkong, a YOUNG MAN as an ASSISTANT, who understands the Business, Reference required. Apply by letter to A. B., c/o Hongkong Telegraph Office, Hongkong, 23rd March, 1888. [336]

#### TO LET.

IMMEDIATE POSSESSION. HOUSE No. 1, BALL'S COURT, Bonham Road. SHOP No. 6, DEACONFIELD ARCADE, Queen's Road. HOUSE No. 31, WEST VILLA, Pokfulam Road. SHOP No. 24, BANK BUILDING'S Queen's Road, now occupied by Messrs. KUHN & Co. "ROCKYDA," GAP, THE PEAK. Apply to, BELLIOS & Co., Hongkong, 23rd March, 1888. [337]

#### FOR SALE, CHEAP.

SEVERAL RELIABLE HACKS AND CARRIAGE PONIES. A First-class London made DOG-CART, AND THREE BASKET CARRIAGES, all in good order. For Particulars, Apply to No. 6, PEDDERS HILL, Hongkong, 20th May, 1888.

### Intimations.

NOTICE is hereby given that if the sums hereinafter mentioned are not CLAIMED within one year from this date, they will be transferred to the GENERAL REVENUE of this Colony.

In the matter of the TRUST ESTATE OF DENT & Co. 1.—Balance due to ALEXANDER COWIE, Master of the ship or vessel *Aurora* ..... \$5,879.65 2.—Balance due to HENRY MANN, Master of the ship or vessel *Wairariki* ..... 78.15 3.—Balance due to J. COVAT ..... 469.19

In the matter of JACKY alias THOMAS JOHN ROWLAND, amount to credit of this account ..... 2,281.57

EDW. J. ACKROYD, Registrar. Supreme Court, Hongkong, 17th March, 1888. [338]

### NOTICE.

NOTICE is hereby given that if the sums mentioned in Schedules A and B of Ordinance No. 11 of 1888, copies of which have been posted up in the Supreme Court and published in the *Government Gazette* of the 17th March, 1888, are not CLAIMED within six months from date hereof, they will be paid over to the GENERAL REVENUE of the Colony.

The sums mentioned in Schedule C to the said Ordinance, a copy of which has been posted and published, will also be paid over to the Treasury if not CLAIMED within one year from the said date.

EDW. J. ACKROYD, Registrar. Registry Supreme Court, Hongkong, 17th March, 1888. [339]

### HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the Half-Year ended 31st December, 1887, on or before the 31st inst., on which date the Accounts will be closed. By Order of the Board of Directors.

D. GILLIES, Secretary. Hongkong, 15th March, 1888. [340]

### LIQUIDATION OF THE "COMPANIA NAVIERA DE FILIPINAS."

THE LIQUIDATORS of the above Company have decided to pay a FIRST DIVIDEND of 15% to the Shareholders, or to their legal representatives or Successors. Payment will be made on and after the 8th instant, on presentation of the Scrip at the Office of S. D. ANGEL ORTIZ, Plaza de Corrales, No. 10. (Signed) A. ORTIZ. GEO. ARMSTRONG, Hongkong, 12th March, 1888. [341]

### Intimations.

#### HONGKONG RIFLE ASSOCIATION.

THE FIFTH PRIZE MEETING will be held at Kowloon, on FRIDAY AND SATURDAY, the 30th and 31st March, and the 1st and 2nd April, 1888.

For Members and All Comers over \$1,200 will be given in Prizes. The SHOOTING will commence each day at 10 A.M.

Programmes and Entry Forms can be obtained from the Undersigned on and after MONDAY, the 26th March, 1888.

A. SHELTON HOOPER, Hon. Secretary. Hongkong, 20th March, 1888. [321]

#### THE HONGKONG AMATEUR ATHLETIC SPORTS.

TO BE HELD ON THE CRICKET GROUND, on SATURDAY, the 7th April.

The following is the list of Events, viz.:

- 1.—100 YARDS FLAT RACE, 2 prizes.
- 2.—PUTTING THE SHOT, 1 prize.
- 3.—120 YARDS HANDICAP, 1 prize.
- 4.—120 YARDS HANDICAP, 1 prize.
- 5.—QUARTER MILE FLAT RACE, 1 prize.
- 6.—ONE MILE WALKING RACE, 1 prize.
- 7.—THROWING CRICKET BALL, 1 prize.
- 8.—POLE JUMPING, 1 prize.
- 9.—SOLDIERS' HALF MILE RACE, 1 prize.
- 10.—HALF MILE RACE, (Handicap), 1 prize.
- 11.—120 YARDS HURDLE RACE, 1 prize.
- 12.—BOYS' RACE, 200 YARDS (Handicap) for Boys under 15, open to European Schools, 1 prize.
- 13.—VETERANS' FIAT RACE, 120 YARDS (Handicap), Open to all, 35 years old and of 10 years residence in India, China, or the Tropics, 1 prize.
- 14.—LONG JUMP, 1 prize.
- 15.—THREE-LEGGED RACE, 1 prize.
- 16.—SMALL GIRLS' RACE, (Handicap) under 7 years, 1 prize.
- 17.—220 YARDS FLAT RACE, (Handicap), 1 prize.
- 18.—ONE MILE FLAT RACE, 1 prize.
- 19.—CONSOLATION RACE, 1 prize.
- 20.—INTERNATIONAL TUG OF WAR, 1 prize.

With the exception of events No. 9, 12 and 16, the above are open to all Gentlemen Amateurs who are members or visitors of the HONGKONG CLUB, CLUB GERMANIA, LADIES RECREATION CLUB, HONGKONG CRICKET CLUB, VICTORIA RECREATION CLUB, and are to be commissioned. Military and Naval Officers.

Intending competitors are requested to send in their entries (on the proper forms, which can be obtained at the HONGKONG CLUB, CRICKET CLUB PAVILION, V. R. C. Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., and Messrs. FALCONER & Co.) to the Hon. Secretary, not later than SATURDAY, the 31st inst., on which date entries close.

CHAS. H. THOMPSON, Hon. Sec. Hongkong, 17th March, 1888. [315]

#### SOCIETE FRANCAISE DES CHARBONNAGES DU TONKIN.

(SOCIETE ANONYME). CAPITAL.....FRANCS 4,000,000

DIVIDED INTO 8,000 SHARES OF FRANCS 500 EACH.

THIS Societe is being formed for the purpose of working the COAL MINES at HAIPHONG BAY, TONKIN, under a concession granted by the French Government in Tonkin to Monsieur BAVIER CHAUFFOUR as per Acte dated Hanoi, the 28th day of March, 1887, and the 5th day of August, 1887.

The COAL MINES cover an area of about 15,000 Hectares, and the Concession will be conveyed to the Societe by the Concessionnaire as soon as the Societe is formed.

Of the 8,000 SHARES, 4,000 are offered for public subscription, at par, on the 22nd and 23rd days of March, 1888, and the amount thereof is payable on application.

Forms of application can be obtained from M. BAVIER CHAUFFOUR, 7, Queen's Road Central, to whom the sums must be returned when filled up and signed, and where also the Articles of Association of the Societe in formation can be obtained by the intending Shareholders.

Payment for Shares applied for must be made to the COMPTOIR D'ESCOMPTE DE PARIS, Hongkong, as Agents for the BANQUE DE L'INDO CHINE, who will grant Receipts for same. Hongkong, 20th March, 1888. [327]

### IMPORTANT NOTICE.

#### KUHN & CO.

ARE NOW SELLING OFF THEIR FINE ART COLLECTION, consisting of a CHOICE and VALUABLE ASSORTMENT of JAPANESE BRONZES, CLOISONNE, IVORY, LACQUER, SILK AND SATIN KIMMOS, KAKIMMOS, SCREENS, DRESSING-GOWNS AND JACKETS, QUILTS, WALL DECORATIONS, BRONZE JEWELLERY, SWORDS, COMPLETE SUITS OF ANTIQUE ARMOUR, etc., etc., etc.

TO AVOID THE COST OF RE-SHIPMENT THE ENTIRE STOCK IS NOW OFFERED AT GREATLY REDUCED PRICES.

MESSRS. KUHN & Co., in thanking the residents of Hongkong, Canton, and Macao for their liberal patronage, regret to state that, owing to the opening of a Branch House in London, where Mr. KUHN's presence is an absolute necessity, they are compelled to temporarily close their Hongkong establishment; but due notice will be given of resumption of Business. Meanwhile all orders sent to KUHN & Co., YOKOHAMA, will receive the most careful attention.

The PUBLIC are respectfully notified that the present sale of the most complete collection of WORKS OF JAPANESE ART ever offered in Hongkong at such low prices, will be limited to the current month.

KUHN & Co., opposite the Hongkong Hotel, Hongkong, 17th March, 1888. [313]

#### J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILER LONG FLAX CROWN ARNOLD, KARRBERG & Co. Hongkong, 15th June, 1888. [303]

### Consignees.

#### NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES. STEAMSHIP "PREUSSEN," FROM BREMEN AND PORTS OF CALL.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before NOON, TO-DAY, the 21st instant. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 2nd April, at 2 P.M. All Claims must reach us before the 4th April, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by MELCHERS & Co., Agents. Hongkong, 21st March, 1888. [14]

#### NOTICE TO CONSIGNEES.



Intimations.  
NOTICE.

A. S. WATSON &amp; CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY

of

LAWN GRASS SEED

and

SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

HONGKONG, 2nd March, 1888.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 23, 1888.

THE DOCK COMPANY.

(Continued)

At the shareholders' meeting held a few weeks ago the Chairman (Mr. Bell-Irving), in making a sort of quasi-apology for the reduced earnings of the preceding half-year, attributed the same "to the prevalent desire to curtail the usual outlay on the up-keep of steamers, in consequence of the low freights ruling, and to the absence of those marine disasters which have in former years added so considerably to our gains." There cannot be the slightest doubt that the reduction in profits was greatly affected by the absence of the remunerative disasters referred to, but it is equally certain that the alleged prevalent desire on somebody's part "to curtail the usual outlay on the up-keep of steamers, in consequence of the low freights ruling," was pure imagination. Freights during the period mentioned had improved considerably. The peculiar phrase "up-keep of steamers" forcibly reminds us of certain well remembered correspondence in the *China Mail*, and suggests very strongly to whom Mr. Bell-Irving was indebted for the valuable information on which he made this senseless attempt to bolster up a hopeless case. It would have been just as effective and very much more satisfactory both to Directors and Shareholders, had the Chairman frankly admitted that the decrease in the net profits could only be attributed to the absence of any big jobs caused by accident, and to the greatly increased "cost of production." The figures, had anyone taken the trouble to consult them, showed this plainly enough. For the final half-year of 1887 the gross receipts were \$580,877.41 and the net profits only \$93,808.41; for the same period of the previous year the gross earnings totalled \$851,485.00 and the net profits \$150,907.42. These statistics are arguments which no specious figures of speech can set aside. Mr. Bell-Irving further took the very unnecessary trouble to affirm, although the revenue had experienced "some fluctuation" during the past ten years, that it had steadily progressed. Might be seen from the fact that while the gross earnings from 1st July to 31st December, 1878, amounted to only \$173,866, those for the corresponding period of 1887 exceeded \$680,000, or nearly four times as much. We wonder if the honorable Chairman was under the impression that he was submitting his exceedingly lame statistics to a flock of helpless sheep who had been deprived of the faculty of thought! From their acquiescent bleating, described in the newspapers as "applause," he would perhaps have had some justification for so doing; but surely Mr. Bell-Irving must have considered that the stale rubbish he was committing himself to would be published and subjected to critical examination and analysis! It will only take a very few words to prove our contention that the Chairman's contentions and statistics are utter nonsense. His object was to make shareholders believe that from 1878 to the end of 1887, the revenue of the Company had kept steadily increasing, and he clinched his argument by stating that whilst the gross earnings from July to December, 1878, amounted to only \$173,866, those for the same period of 1887 exceeded \$680,000, or nearly four times as much. To begin with, is this anything like a fair and reasonable comparison? In 1878 there were four active oppositions in full swing in the colony, rates for docking, etc. were about one third what they are now, the Company's facilities were limited to two docks each at Kowloon and Aberdeen, and the entire liability, including one million of paid-up capital, amounted to about \$50,000 in excess of that sum. At the end of 1887, nothing in the shape of opposition existed, to the Kowloon and Aberdeen establishments had been added the Cosmopolitan Dock and its engine shop, etc., a patent slip at Kowloon, over

half a million dollars had been expended in new plant and machinery and how much more in skilled supervision we are unable to even guess at, and the Company's liabilities were somewhere in the region of \$2,571,629. Of what value any such comparison could possibly be under these entirely different circumstances, we leave our readers to decide. But Mr. Bell-Irving's assertion that the revenue of the Company had steadily increased from 1878 to 1887 is not supported by facts. The gross returns for the last half of 1887 were the smallest, with one exception, since 1884, being over \$173,000 less than for the corresponding period of 1886. The one exception referred to was the first six months of 1885, when the gross receipts were \$661,071.50 as against \$680,877.41, but in this particular instance it is especially noteworthy that the net profits amounted to \$141,325.05, whereas on the very much larger return quoted by the Chairman the net gain only reached \$93,808.41. But after all, of what practical utility were these references to the revenue of the Company? They were utterly useless, and simply on a par with those other well worn stock phrases about the Company's establishments being in first rate working order, and capable of turning out as good work as home ship-building yards and at as cheap rates—feebly dallying with the truth. Why did not Mr. Bell-Irving tell the shareholders something about the extraordinary decrease in the net profits shown by the Company's Reports? Surely that would have been much more to the purpose? Was it because he (or the Board) was afraid of showing the rottenness of the concern to the shareholders? It looks remarkably like it! But we have no such interested scruples, and gladly supply the information the Chairman so conveniently omitted. The attempt to make any fair or useful comparison between the results of the Company's working in 1878 and 1887, respectively, we have already conclusively shown to be a very weak and transparent attempt to throw dust in the eyes of the shareholders; but all the same, the profit of \$20,398.60 in the former year is a very much more creditable comparative return, under the circumstances, than the \$93,808.41 of nine years later. But why did not the Chairman, who was so anxious to show that the Company's earnings and profits were steadily on the increase, take half-years when there was no opposition and when rates were something like what they are at present? For instance, why did he not quote the first six months after the Cosmopolitan Dock was acquired and opposition had become a dead letter? The gross receipts for the half year ended 31st December, 1881, amounted to \$575,757.19, showing a net profit, after paying all interest due, etc., of \$101,550.01; for the succeeding half-year the figures were—gross earnings \$476,523.80 and net profits \$95,798.90. These profits were realised before the introduction of the improved machinery and the staff of skilled artisans, and we can only conclude that Mr. Bell-Irving never took the trouble to refer to them, or he would scarcely have made deliberate assertions at a public meeting which are alike ridiculous and misleading.

To continue for a while the subject of Chairman's speeches, we say the statement made by Mr. Bell-Irving, that the fact of the British flag ship and other vessels of a similar class having been obliged to dock at Nagasaki, because there was no docking accommodation available here, clearly demonstrates the necessity for the new Admiralty Dock, is a weak argument based on a palpably false basis. The British flag ship had previously been safely and securely docked at Aberdeen, and no other vessel of a similar kind has yet been seen in China waters. And it is not a fact that the general policy of the Directors has been "not to pay extravagant dividends," nor is it true that pressure has on more than one occasion been brought to bear by shareholders to divide a larger sum than the Board deemed prudent. At a meeting held on February 26th, 1887, Mr. W. Loxton did propose that the dividend of 7 per cent. recommended by the Board should be increased by a bonus of one per cent., but it was notorious that this gentleman, who doubtless represented many interests, was the mouthpiece of certain members of the Board who had speculated in the scrip on the strength of an 8 per cent. dividend, and who tried their hardest to achieve that end. The proposal was carried by a show of hands, but was lost on a ballot, being called for by 558 votes against 415. As the Directors, over and above the 7 per cent. dividend declared, had more than \$50,000 available, the proposal of Mr. Loxton had certainly something to commend it to the favourable consideration of shareholders generally. But at the next public meeting, held on August 29th, 1887, when a shareholder pointed out the folly of declaring a dividend of 63 per cent.—the decimal was introduced to suit the speculations of one or two distinguished members of the Board of

Directors—on a profit of \$47,000 less than that of the previous half-year, what was the result? The Chairman of this immaculate but most inconsistent Board, justified their inconsistency by saying that, as the profits had not been large, the Directors thought "better" to declare a dividend of 63 per cent.; which was at least one and a half per cent. more than the figures justified. Was there any pressure from the shareholders on this occasion? We never heard of any, and if it had any existence it was used solely for purposes of share gambling.

Another very serious mistake in the Dock management has been the altogether unnecessary increase of the European employees. The current expenses in running the business are simply preposterous considering the amount and character of the work done. The skilled staff is more than twice what the necessities of the business require, and in many instances the salaries paid are far beyond the merits and services of the exceedingly lucky recipients. Times have certainly changed greatly in this very important respect during the past seven years. On this point it may neither be prudent nor efficacious to indulge in personalities; but since the Board of Directors, for their own purposes, have publicly instituted comparisons between the earnings of the Company ten years ago and at the present time, we feel justified in also comparing some items of expenditure for these respective periods. There would be no necessity for going beyond the two periods selected by the Chairman at the last shareholders' meeting, had it not been for the adoption at the end of 1880 of a new system in making out the Revenue Account, a system which affords the shareholders a minimum of information and a maximum of combined muddle and uncertainty. Previous to the date just named, shareholders were favored with particulars of the respective amounts expended for materials, labour, and wages at the various establishments, which afforded some idea of the work going on at each place; but since then, at the suggestion of some brilliant genius who evidently was of opinion that the shareholders should be kept in the dark as much as possible, all these amounts have been lumped into one item—cost of labor, material, and working expenses at the Company's three establishments. It may be made a matter for discussion whether such an imperfect and one-sided statement of accounts is in accordance with the requirements of the statutes, as embodied in No 91 of the Company's Articles of Association. However, although we are unable, owing to the innovation just named, to compare the official figures at the several establishments for the periods named above, we are in a position to make some comparisons which will effect the object we have in view. In the year 1878, specially referred to for the purpose of comparison by the Chairman of the Board of Directors, the European staff at Kowloon Docks numbered seven men all told. According to the *Hongkong Directory* for the present year, there are now employed at Kowloon twenty-five Europeans, exclusive of the clerical department. If all these Europeans are fully employed, it is an unavoidable inference that the solitary five laborers of ten years ago must have been perfect Trojans in getting through their work! From July to December, 1881, the total Office expenses, or what Mr. Bell-Irving grandiloquently described as "the usual disbursements of the Secretariat," amounted to \$13,595.63; last half-year they are set down in the accounts at \$17,444.65; ten years ago they totalled, at the outside, from seven to eight thousand dollars. In 1878 the entire Office staff consisted of, in addition to the Secretary, an accountant, a book-keeper, a general clerk, a Chinese draughtsman, a comprador, and three coolies. At present the new arrangements would appear to require no fewer than five clerks and four European draughtsmen. A comparison of the salaries paid to the men who did the office work in 1878 and the gentlemen who do it now would no doubt interest shareholders and also astonish them considerably. Mr. Bell-Irving in attempting to palliate the large item for office expenses in the last Report, said that the exigencies of business in Hongkong required a larger staff of draughtsmen than are customary or necessary in similar establishments at home; but he did not say why such was the case, nor did any shareholder ask him for an explanation. As the only vessels built by the Company for years past were the two or three small craft for the Red River, and the notorious *Filipinas*, we should really like to know what the exigencies of business really have been which necessitated the employment of a larger staff of draughtsmen by this Company than would have been required in a dockyard of similar dimensions at home. We can only surmise that these gentlemen

have been engaged in sketching plans of the ironclads and steamers of large class of which we have heard so much, and seen so little.

In our concluding article to-morrow we shall take the liberty of stating what in our opinion should be the future policy of the Directors of the Dock Company.

## TELEGRAMS.

(From the *Courrier d'Haiphong*).

## THE FRENCH BUDGET.

PARIS, March 14th.

The Chamber of Deputies has concluded the discussion about the Budget of expenditure.

## GENERAL BOULANGER.

March 15th.

General Boulanger has been placed on the retired list.

SAIGON, March 16th.

The reason why General Boulanger has been placed on the retired list is because he has entered Paris three times without authority, and in disguise.

## LOCAL AND GENERAL.

MR. Sangster's next Organ Recital will take place in the Cathedral on Thursday, the 29th inst., at 9 p.m.

SOME French spelling reformers are trying hard to make it fashionable to omit one of all pairs of double letters.

We note that the meeting of the Legislative Council summoned for to-day at 4 p.m., has been postponed until Tuesday, the 27th inst., at 4 p.m.

The cricket match which was fixed for to-morrow, Club v. United Services, has unfortunately fallen through. If, however, a sufficient number of members are on the ground at 11 a.m. a pick up will be arranged.

A TABULATED statement of the charities of the city of London gives as the number of eleemosynary institutions for one year, ending in 1887, no less than one thousand and thirty-six. The amount collected and disbursed was £4,579,506.

At St. Petersburg religious intolerance is likely to assume dimensions which have hitherto been unknown. It is asserted, on competent authority, that the Government has decided that in future only persons of the Greek faith shall be appointed to public offices.

"LOOK here," said a man to a newspaper writer, "I think you ought to stop printing nonsense about the deleterious effects of cigarettes." "Indeed! Do you think them harmless?" "Oh, no!—but such publications injure my business." "Ah!—What is your business?" "I'm an undertaker."

By kind permission of Colonel Anderson and the officers of the 2nd Northamptonshire Regiment, the Regimental Band will play in the Public Gardens, on Sunday, the 25th inst., from 3.30 till 5 p.m. The following will be the programme:—  
March "The Girl of the Year" (W. G. Hall)  
Overture "The Marriage of Figaro" (Mozart)  
Selection "The Merry Widow" (Strauss)  
Selection "The Blue Bird" (L. Delibes)  
Valse "The Blue Bird" (L. Delibes)  
Hymn.  
JOHN MORAN, Bandmaster.

THUS the San Francisco *Bulletin*—The peacefulness of Bismarck's speech to the Reichstag is only skin deep. It is in effect an appeal for an increase in military preparations. He does not think Russia will attack Germany, but he says nothing about the relations between Russia and Austria and the Balkan States, where the cause of trouble really lies, and the case of France is slurred over in a paragraph. In brief, he wants Germany to "trust in God and keep her powder dry."

ELECTRICITY is about to be put to a new use. The emptying of the sewage of London into the Thames has necessarily polluted that river; and in searching for some means of preventing this pollution, it has been discovered that electricity transmitted into the sewage produces the equivalent of a chemical change. The electric current sets the particles of matter in a circular motion, and the result is that the organic matter collects at the top in a semi-solid form, so that it can easily be separated from the transparent fluid beneath. The experiments have so far been conducted on a limited scale, but if the plan should prove to be cheap and practicable it would go far towards solving a problem that agitates every large city.

INSPECTOR SWANSTON this morning charged 16 Celestials with gambling in a house, No. 52 First Street. Two of the prisoners were accused of "running" the house, and others with frequenting a public gambling house on the 22nd inst. The Inspector said that on entering the house he found all the appurtenances of the game on the table, and saw a lot of the men make a spring for a hole in the roof, through which they succeeded in effecting an escape. All the accused denied the charge of gambling, but an informer went into the witness box and swore that he was in the house, in plain clothes, on the night in question, and there saw the 1st defendant managing the game, and the 2nd acting as stooge. The others, in answer to the Bench, admitted being in the house, but not for any unlawful purpose, such as gambling—one had only gone to "see a friend," another had looked in to "collect a debt," one "went there to pass away time," and still another was "asleep when the officer called."

Mr. Wise fined the 1st and 2nd defendants \$50 each, or 6 weeks in gaol, and the others \$25 each, or four days. Most of the unfortunate gentlemen "anted up" and left the Court with their pious benedictions on the head of the informer. We take this opportunity of expressing our regret that a lawyer like Mr. Wise should have convicted these men on the evidence of a paid informer, who is necessarily a second-rate first water.

PRINCE Bismarck has reiterated his opinion that the present complications in the international situation in Europe will have a peaceful solution, and his preparations for arming 700,000 extra German troops indicate that the old gentleman means to back up his opinion if need be.

STRANGER (to office boy)—Did you tell the editor there's a man down-stairs what wants to knock him down and drag him out? Office boy—Yessir; an' he says will you kindly step up at once, as he wants to go to dinner. Stranger (somewhat milder)—Well—er—I don't want to take no advantage of a man with an empty stomach. Tell him I'll come in again.

THE hearing of the suit U-ti-Wan v. Messrs. Meyer & Co., \$20,000, and Messrs. Pustau & Co., \$20,000, to recover the value of Policies held by plaintiff, was continued to-day at the Supreme Court sitting in Original Jurisdiction, before Mr. J. Russell, Acting Chief Justice, and a special jury. U-ti-Wan was re-examined at some length by the Attorney General, and his son's evidence was taken, after which his lordship adjourned the hearing till to-morrow.

THERE are two classes of men, says Froide, who have played and still play a prominent part in the world—those who accomplish great things and those who talk and make speeches about them. The doers of things are, for the most part, silent. Those who build up empires, or discover secrets of science, those who paint great pictures or write great poems are not often to be found spouting upon platforms. The silent men do the work. The talking men cry out at what is done because it is not done as they would have it, and afterward take possession of it as if it were their own property. Warren Hastings wins India for us; the eloquent Burke desires and passionately tries to hang him for it. The speeches of Demosthenes and Cicero pass into literature and are studied as models of language. But Demosthenes and Cicero did not understand the facts of their time; their language might be beautiful and their sentiments noble, but with their fine words and sentiments they only misled their countrymen. The periods when the orator is supreme are marked always by confusion and disintegration. Goethe could say of Luther that he had thrown back for centuries the spiritual cultivation of mankind by calling the passions of the multitude to judge of matters which should have been left to the thinkers.

## THE CHINESE INSURANCE COMPANY, LIMITED.

The seventeenth ordinary meeting of the shareholders in the above Company, for the purpose of adopting the report and accounts for the year ended the 31st December, 1887, was held at noon to-day at the Company's offices, Queen's Road Central. There were present:—Mr. S. C. Michaelson (Chairman), Hon. C. P. Chater, Messrs. J. B. Elias, and F. Dodwell (Directors), S. J. Gover (Secretary), and the following shareholders:—Messrs. S. J. Danby, J. Gosseman, G. von Wille, J. C. da Rosa, A. O'D. Gordin, A. E. Vaucher, and A. S. Cohen.

The Secretary having read the notice convening the meeting, the Chairman said:—Gentlemen, the report has been in your hands for some time, and with your permission we will take it as read. At the last annual general meeting my predecessor in the chair took the opportunity to express cheerful hopes with regard to the favorable development of the Company's affairs, and it is with so much more regret, as clearly pointed out in the report, that the Directors have to announce the heavy losses that have arisen out of the winding up of the working account of 1886. The losses in 1887, I regret to say, have likewise been pretty heavy, as you will see in the accounts, but it may be hoped that the final winding up may be better. However, it must not be overlooked, that the period under review has been a very trying one to many marine insurance offices, owing, in the first place, to an extremely keen competition at reduced rates, and secondly, to an exceptionally great number of disasters and consequent heavy losses. The steamer *San Gull*, of which this company owned about one-third, was disposed of in January this year, and the balance, as shown in the report, represents the net proceeds realized. There will be no more expenses with regard to this ship, and your Directors are doing their best to reduce the other expenses of the Company as much as possible, and they trust that the results of their labors in this respect will appear in subsequent reports. The investments of the Company, both here and in London, are good, and stand in the books at much lower than their present value. It is with great regret that I have to draw your attention to the deplorable deaths of two of my colleagues, Mr. Lee Tuck Cheong and Mr. J. A. dos Remedios, in whom we have lost two valuable members of the Board; and also the death of Mr. L. Hauschild who for long years was one of the auditors of the Company. With these remarks I beg to propose the adoption of the report and accounts, and will be happy to answer any questions that may be asked.

There being no questions, the Chairman proposed that the report and accounts be adopted. Mr. Cohen seconded, and the motion was carried unanimously.

On the motion of Mr. Vaucher, seconded by Mr. Danby, the appointments of Messrs. Lou Wal Chuen, S. C. Michaelson, and F. Dodwell to fill vacancies caused on the Board of Directors by the deaths of Messrs. Lee Tuck Cheong and J. A. dos Remedios, were confirmed.

Mr. Gosseman proposed, and Mr. Cohen seconded, that Messrs. Elias and Fung Tang be re-elected as Directors of the Company. Carried.

On the motion of Mr. von Wille, seconded by Mr. Vaucher, Messrs. T. Arnold and H. V. Jeffries were elected auditors of the Company for the ensuing year.

The Chairman, having intimated that the dividend warrants would be ready on April 1st, and Mr. Danby having proposed a vote of thanks to the Board of Directors, the meeting broke up.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

The fifth ordinary general meeting of the shareholders in the above Company, with a view to adopt the report and pass the accounts for the year ended the 31st December, 1887, was held this afternoon at the offices of the General Managers, Messrs. Russell & Co., Praya Central. There were present:—Messrs. H. M. Forbes (Chairman), R. Shewan (Secretary), and Messrs. W. Shewan, E. George, J. S. Potts, J. H. Cox, F. Grimbale and B. Brongers.

The Secretary having read the notice convening the meeting, the Chairman said:—Gentlemen,

the report and accounts having been in your hands for some time past may, I presume, be taken as read. I have very little to add to the report, which is the most satisfactory one we have been able to lay before you. The Company is now on a sound basis, its property standing at a fair valuation. The steamers are in thorough working order, the *Diamant* having only recently undergone extensive repairs. Without any unforeseen accidents, I hope to present you a still better dividend next year. Before moving the adoption of the report and accounts I shall be happy to answer any questions you may have to put. There being no questions, the Chairman moved that the report and accounts of the Company for the year ended the 31st December, 1887, be adopted. Mr. Cohen seconded, and the resolution was carried unanimously.

The Chairman—I have to call your attention to the question concerning the Consulting Committee. You are aware that at present there is no such Committee in this Company. The General Managers find that the general opinion is that a Consulting Committee is not necessary for so small a Company, but as a Committee is required by the Articles of Association, I shall be glad if any of the shareholders present will nominate the gentlemen for the purpose, otherwise it will rest with the General Managers to find them.

Mr. George was of opinion that the matter should be entirely left with the General Managers, and he moved accordingly. Mr. Brongers seconded, and the motion was carried unanimously.

On the motion of Mr. George, seconded by Mr. Potts, Messrs. T. Arnold and J. H. Cox were re-elected auditors of the Company for the ensuing year.

The Chairman having thanked the shareholders for their attendance and intimated that the dividend warrants would be ready on Monday next, the meeting dispersed.

## OUR MACAO LETTER.

MACAO, 22nd March, 1888.

In fulfilment of a promise made to you some time ago, I will commence sending you regular epistles about the current events of this "Tories Vedras of the Far East," an application given to Macao by an old rusty Governor who thought it drew a comparison between the place and the celebrated lines of defence which surrounded Wellington in his Lusitanian campaign against the French during the Peninsula war.

You have heard of the international exhibition which is going to take place in Paris in 1889, in commemoration of the centenary of the great revolution which was the cradle of all our modern liberties and civilisation. All the nations of the world are going to take part in that grandiose show, with the exception of Austria, which begged to be excused, for political motives, and of Portugal, which alleged its inability to supply products, as it is almost entirely devoid of industry and commerce. Notwithstanding this ingenious confession from the Portuguese Government, a co-operative company is now in process of formation in Macao with a view to obtain from Portugal alimentary and other products. Everybody knows that with the exception of the excellent wines which nature has vouchsafed to that country, its articles of general consumption are chiefly black olives of a detestable taste, and which generally arrive at this port in a putrid condition, in *Launago's* tinned hams, preserved in oil barrels, in a few descriptions of sausages, and a few pickles. These are the chief productions of Portuguese industry. The only Macao product which could be exported to Portugal in abundant quantities is the refuse of the town, over which the Municipality holds a monopoly.

The regulations of this new Company, which is called "A co-operativa Macaense," contain 22 articles, and although a few shares are said to have been sold, it will be a standing wonder if the Company ever does any business. Its chief fault lies in the exclusion it makes of all the articles of manufacture and industry proceeding from other countries. It aims at feeding, clothing and housing the colonial inhabitants with no other articles but those proceeding from a country which is not productive of any of them! Then it is a Company without capital, a very easy thing to create in imagination.

If Hercules and Demogrius could be raised from the dead after 24 centuries of rest, how they would weep and roar with laughter, respectively, over the tomfooleries which disgrace this blessed colony!

The Portuguese colonial possessions are so many schools of advanced administrative immorality, only superior to those which exist in Portugal.

Lately a few officers of the Macao garrison petitioned the Governor for permission to proceed home, and for the passage monies to which they were entitled, having served ten years in the colony—some of them had been here for 20 years. These officers had an indisputable claim to one year's leave of absence. His Excellency thereupon informed the Lisbon Colonial Office, by wire, that the Macao Treasury was empty, and that it would be highly inconvenient to grant passage monies to these officers in the midst of a famine. The Minister for the Colonies, who takes quite a fraternal interest in the money chest of depleted Macao, replied that the officers would have to wait for the transport which comes here once in two years. A few of them, however, elected to pay their own passages, and proceeded to Lisbon, most of their comrades being left behind. Meantime, the Governor was struck with a taste for travelling—and the distinguished Order of the White Elephant—and so he raised \$50,000 from the Treasury to defray his pleasure trip to Siam and thence to Singapore and Timor. By the time Senhor da C. via returns to Macao his term of office will be very nearly completed.

But see what happens next. In spite of the orders from Lisbon that no civil functionary or military officer should be paid passage money by the mail, the accountant of the Treasury, Mr. A. T. da Motta Barbosa, with his wife, three children, and sister-in-law, obtain full passage money and an additional allowance for travelling expenses, to go by the Messageries-Imperial steamer *Richelieu*, the conductor of Public Works, Major Bon-de-Sour, with wife and three children, are also paid the full amount of their passages to Lisbon via Gibraltar, by the P. & O. steamer *Glyde*. And the other officers who have rendered long services in Macao are still debarré from enjoying their leave, owing to alleged scarcity of money in the public Treasury! Could a greater satire on the Macao Government be quoted than these barefaced jobs?

The anomaly is, however, not difficult of explanation. When Governor de Resa completed his term of office, he pledged his word of honour that he would liquidate his personal friends and helpers in Macao. His aim was to have left a will which his successor is faithfully executing to the undivided satisfaction of the legation.

Portuguese laws forbid all Government servants from serving at the same time in more than one official appointment; but as Macao is an exception to all recognised rules of public morality, the laws can be, and are, broken here with impunity. We have seen Mr. Cabral, a Government teacher, appointed Colonial Treasurer and subsequently Colonial Secretary, one of the highest offices in the colony, and, at the same time, he was carrying his proper functions as professor at St. Joseph's College. Captain Pestoa was appointed Inspector of Fire and conductor of Public Works. Mr. A. Pacheco,



## Mails.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK VIA OVER.

LAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN  
FRANCISCO.

THE U. S. Mail Steamship

"CITY OF NEW YORK"

will be despatched for San Francisco, *via* Yokohama, on SATURDAY, the 24th instant, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, *via* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To SAN F.M.	\$200.00
To San Francisco and return, available for 6 months.....	350.00
To Liverpool.....	325.00
To London.....	330.00

For other European Ports, at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; and all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco in the

United States, should be sent to the Company's  
Offices in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 50A, Queen's Road Central.  
C. D. HARMAN,  
Agent.  
Hongkong, 15th March, 1888 [s]

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OCCIDENTAL AND ORIENTAL STEAM-

SHIP COMPANY.

TAKEING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

THE Steamship  
"BELGIC"  
will be despatched for San Francisco, *via*  
Yokohama, on TUESDAY, the 3<sup>rd</sup> April,  
at THREE P.M.  
Connection will be made at Yokohama with  
Steamers from Shanghai and Japan Ports.  
All PARCEL PACKAGES should be marked to  
address in full; and the same will be received at  
the Company's Office until FIVE P.M. the day

First-class fares granted as follows:—

To San Francisco.....	\$300.00
To San Francisco and return, allowable for 6 months.....	350.00
To Liverpool.....	325.00
To London.....	300.00
To other European Ports.....	300.00

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, 15th March, 1888

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NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, TRIESTE, BRINDISI,  
GENOA, ANTWERP, BREMEN AND  
HAMBURG; PORTS IN THE  
LEVANT, BLACK SEA AND  
BALTIC PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,

**AMERICAN PORTS.**

**THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON TO LAND PASSENGERS AND  
LUGGAGE**

*N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.*

**ON MONDAY, the 16th day of April,  
1888, at 4 p.m., the Company's Steamship  
"PREUSSEN," Captain O. Fohle, with MAIL  
PASSENGERS, SPECIE and CARGO, will  
leave this Port as above, calling at GENOA.**

Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 p.m.,  
Specie and Parcels until 3 p.m., on the 15th of  
April, 1887. (Parcels are not to be sent on  
board; they must be left at the Agency's Office).  
Containers for Cattle and Horses are required.

The Steamers have splendid Accommodation  
and carries a Doctor and Stewards.

For further particulars, apply to  
**MELCHERS & Co.,**  
Agents.

**Hongkong, 16th March, 1888.**